

FAVOR FEDERAL CONTROL.  
CONFER ON INSURANCE.

President Roosevelt Talks with Senator Dryden and J. M. Beck.

(BY TELEGRAPH TO THE TRIBUNE.)  
Oyster Bay, Aug. 16.—An important conference on federal supervision of insurance was held at Sagamore Hill this afternoon between President Roosevelt, Senator Dryden, of New-York, president of the Prudential Life Insurance Company, of Newark, and James M. Beck, formerly Assistant Attorney General of the United States, and now special counsel of the Mutual Life Insurance Company of New-York. Senator Dryden arrived here at 12:20 p. m. He expected to be accompanied to Oyster Bay by Mr. Beck, but the latter missed the boat at East 24th-st., New-York, by two minutes. Proceeding to Long Island City on the next boat, he made immediate arrangements with the Long Island Railroad officials for a special train to bring him to Oyster Bay. In a few minutes a locomotive and passenger coach were ready, and he was whisked to Oyster Bay, arriving here fifteen minutes after the regular train. He sprang into a carriage and was conveyed to Sagamore Hill in time to join the President's luncheon party, which consisted of Baron von Engel, the Austro-Hungarian Ambassador, Senator Dryden, Charles H. Keep, Assistant Secretary of the Treasury, and Robert Bridges, of New-York.

While no announcement was made of the conclusions of the conference, if any were reached, there is authority for the statement that President Roosevelt will discuss the question of insurance in his forthcoming message to Congress in the light of the developments of the last six months. That he will recommend the enactment of legislation providing for federal supervision of insurance there is no doubt.

SENATOR DRYDEN FAVORS THE PLAN.  
After the conference Senator Dryden talked frankly.

"We discussed the whole subject of federal supervision of the insurance business," he said, "and our talk was very satisfactory. Personally, I am heartily in favor of such supervision by the national government, because it would insure to companies doing business in several or in many States a well defined and well considered set of regulations and a definite policy. I introduced in the Senate at the last session a measure providing for federal supervision of interstate insurance by the Bureau of Corporations. I did so because I wanted to call out suggestions and to sound public opinion on the subject. I had the bill referred to the Judiciary committee in order that it might be passed upon in its entirety by the ablest lawyers in the Senate. I expect to reintroduce the measure early in the next Congress, perhaps in a slightly different form. The principle of the new measure, however, will be the same as that of the first bill."

"My opinion is that a very large majority of insurance companies will favor national supervision. Under existing arrangements we are obliged to conform to different laws and regulations in practically every State. The laws and regulations are being changed continually, and different insurance departments place different interpretations on the same laws. What insurance companies want is a uniform, harmonious and continuing policy; and that, we believe, is to be had only through national supervision."

"The only question that is worrying us is an old decision of the United States Supreme Court, rendered in 1888, in the case of Paul and Virginia. By that decision the Supreme Court held that the insurance business was not interstate commerce and could not be controlled as such. In later decisions, however, notably the lottery case, the Supreme Court has recognized the broader scope of federal law, and if Congress passes a bill placing the business under the supervision of the Department of Commerce and Labor I believe that the highest tribunal in the land will declare it constitutional. I believe, as I think a great many other insurance men do, that our business would be conducted much more smoothly if we had a single law to operate under than at present the case, where we have perhaps fifty or more. If the government were to take over the supervision of the business, we would have one general law to operate under in all parts of the Union, and after the Supreme Court had passed on it we would know just where we stood and where we are to stand for all time to come."

Mr. Beck expressed practically the same sentiments as Senator Dryden. He feared that the Virginia decision might prove a serious obstacle to national control, but hoped that the Supreme Court would see its way clear to sustain the Dryden bill or some similar measure if enacted into law.

"The Supreme Court," said Mr. Beck, "has never been called upon to decide the constitutionality of a law of Congress bearing on this subject. All the decisions rendered thus far have been on State laws which attempted to regulate the insurance business. A number of foreign countries have already taken up the question of life insurance regulation. Germany has taken the control of the business away from the States of the empire and lodged it with the federal government. The same plan has been followed in Australia under the latest colonial government. I understand that plan meets with the hearty approval of the most prominent insurance men of this country, and I feel sure that they will use their best efforts to see it successfully carried out."

THE PRESIDENT'S ATTITUDE.  
The President, for a considerable time, but especially since the disclosures of the last few months regarding the operations of the Equitable Life Assurance Society, has manifested great interest in the problem of national control of insurance. In his message to Congress last December he said:

"The business of insurance vitally affects the great mass of the people of the United States, and is national, not local, in its application. It involves a multitude of transactions among the people of the different States and between American companies and foreign governments. Whether the power of the Bureau of Corporations cannot constitutionally be extended to cover interstate transactions in insurance."

Several months ago at the President's request the subject of national supervision of insurance was investigated by Commissioner Garfield, of the Bureau of Corporations, and the conclusion was reached that, under existing federal laws, the insurance business could not be supervised by the Bureau of Corporations because it was not regarded as interstate commerce. Senator Dryden's bill provided, in brief, for supervision of interstate insurance business by the Bureau of Corporations. It was along the lines of this measure that the conference took place. The President is known to be in favor of federal control of the insurance business, if it can be brought about constitutionally. Whether it can or is the point yet to be determined. That the Supreme Court of the



THE AN EMPRESS DOWAGER OF CHINA.  
From a portrait by a Chinese artist.

## AN EMPRESS IN PERIL.

Guard Kills Soldier Attempting to Murder Chinese Sovereign.

Frankfort, Aug. 16.—A dispatch from Tien-Tsin to the "Frankfurter Zeitung" says that an attempt was made on the life of the Empress of China to-day as she was passing through the northwest gate of the city to her summer palace. Her assailant wore a soldier's uniform. He was bayoneted by the guard.

## MR. ROCKEFELLER'S CURE.

He Now Walks Barefoot in the Grass Each Morning.

(BY TELEGRAPH TO THE TRIBUNE.)  
Cleveland, Aug. 16.—John D. Rockefeller has adopted the Kneipp cure as a last resort to restore his health. Every morning early he slips through a side door in his bare feet, and for fifteen or twenty minutes walks through the wet grass around the house. The dew and the fresh air are supposed to benefit him. He generally returns to the house somewhat exhausted and in a perspiration, which he seems to enjoy. Occasionally he stumbles on a sharp stone or some hard substance on the lawn which hurts his tender feet, but he has not yet become discouraged.

## SULTAN DEFIES FRANCE.

Moroccan Ruler Claims Sway Over All Algerian Settlers.

Fes, Aug. 16.—The Sultan has declined to accede to the demands of the French Minister for the payment of an indemnity and the release of the chief of the Algerian settlement at Gharr, who was arrested in consequence of local troubles. The Sultan claims jurisdiction over all Algerian settlers in Morocco. The incident may lead to important developments.

## WORK? NO! DESERT!!

Fifty Soldiers at Fort Snelling Take French Leave.

St. Paul, Aug. 16.—Wholesale desertions from the army post at Fort Snelling were reported at army headquarters here to-day. It was announced that nearly fifty privates had left the post without permission. The cause of the desertions is said to have been a disinclination on the part of the men to do manual labor. The desertions occurred after August 1, when the men were paid.

## FRITTERED AWAY INCOME

Hogan Spent Five Cents a Week—Wife Causes His Arrest.

William Hogan was arraigned before Judge Higgins in Jersey City yesterday on a charge of abandonment made by his wife. Hogan informed the court that he retains for his own use only 10 cents out of the \$32.50 pay he receives semi-monthly.

His wife admitted that her husband's story was true, and when the judge inquired why she made the complaint she replied that she was afraid he might not give her the money which he was to receive the day after she had filed the complaint.

Hogan was promptly discharged.

## AMERICAN MISSING IN PARIS.

Detectives Hunting for Enoch Emery, of Siberia and Massachusetts.

Boston, Aug. 16.—A cable message from Consul General Wynne, at London, was received by Mayor Patrick Collins to-day, conveying the information that Enoch Emery, a wealthy American, had disappeared from Paris, and that detectives had been engaged to search for him.

The missing man, it has been learned, is a native of Yarmouth, where his brother, Charles A. Emery, still lives. Mr. Emery left his home several years ago, and established himself in business at Nalokrivsk, Siberia. Nothing is known at Yarmouth of the circumstances connected with Emery's disappearance.

## A GREAT STRIKE IN VIENNA.

Workmen in All Factories Go Out—Fears of Violence.

Vienna, Aug. 16.—The workmen in all the factories here went on strike to-day. Their attitude is threatening.

## ENGINEER AND FIREMAN ARRESTED.

(BY TELEGRAPH TO THE TRIBUNE.)  
Birmingham, Ala., Aug. 16.—William Hickey and William Mangan, engineer and fireman of the train that killed Hattie Lindsey and Miss Willing, were placed under arrest here to-day charged with manslaughter. They furnished bail in \$500.

QUARRY WALL SLIPS, 18 DIE  
SIX OTHERS INJURED.

Eight Unexploded Charges of Dynamite in the Debris.

(BY TELEGRAPH TO THE TRIBUNE.)  
Allentown, Penn., Aug. 16.—The fall of a ledge containing ten thousand tons of rock in the quarry of the Lehigh Portland Cement Company this afternoon caused the death of eighteen men and wounded six more so badly that it is feared all will die. The dead and wounded were all foreigners, mostly Slavs and Italians. A majority leave families in Europe.

There were twenty-seven men in the quarry at the time of the accident—three car crews of eight men each and three blasters. A water boy approaching saw the swaying of the mass of rock and shouted a warning, but only three men got away, twenty-four being caught as the ledge crashed down. All except the six wounded were buried beneath the rocks, some of which were as large as two story houses. The life was also crushed out of two teams of horses.

The formation of the quarry is unusual in the cement regions, but a warning came a month ago, when a similar fall of rock occurred in the noon hour. This revealed a fissure several inches wide between the limestone and the cement rock, running down more than one hundred feet. The management thinking the limestone rested on a solid base, the new workings were made away from the crevice. This left a ledge 250 feet long, 110 feet high and from 30 to 50 feet thick. Loosened by continuous blasting, it needed only the heavy rains of the last few days to cause it to fall.

The six men injured were buried beneath the rocks except for their heads and arms. Against each rested rocks weighing from one ton to twenty tons. A gang of 150 men, all that could be utilized in the narrow space, worked with block and tackle to get out the dead and wounded. The work of rescue was made extremely dangerous by the existence of eight unexploded charges of dynamite in the debris.

Priests were on the scene early, and, braving all dangers, climbed over the rocks to administer extreme unction to the victims. By 10 o'clock to-night the six wounded had been rescued and ten bodies recovered. The rest are under a mass of rocks forty to sixty feet high, and it is doubtful if they can be recovered in less than a fortnight. It is evident that they are crushed beyond recognition.

## U. S. SURVEY BOAT SUNK.

Hancock in Collision with Freighter in Lake St. Clair.

Detroit, Aug. 16.—The United States lake survey boat Hancock was sunk in Lake St. Clair to-day, about two miles north of the Gros Point Lightship, by the freighter Birmingham, of Buffalo. No lives were lost. E. S. Wheeler, assistant chief United States district engineer, was on board the Hancock, making soundings for the proposed 25-foot channel. The Hancock was crossing the channel when the Birmingham struck her bow. She sank in two minutes. The officers and crew escaped in lifeboats.

Captain Charles L. Wilson, of Detroit, who was in command of the Hancock, said that he had exchanged port signals with the Birmingham.

Washington, Aug. 16.—The survey steamer Hancock was employed in the engineer department of the army on work in St. Mary's, St. Clair and Detroit rivers and lakes St. Clair and Huron. She was a wooden vessel of 124 tons, built in 1890 at Sault-au-Rocher, Mich., at a cost of \$3,000. The War Department has not yet received a report of the accident.

## MAY BE YELLOW FEVER.

Suspicious Case in the Norwegian Hospital, Brooklyn.

What is believed to be a case of yellow fever was found yesterday by Dr. Livingston, of the Norwegian Hospital, Brooklyn. Dr. Livingston was summoned to No. 5399 1st-ave, Brooklyn, and there found John G. Murphy, a laborer, violently ill. In a lucid moment he said he came from Panama a few weeks ago. At the hospital the other physicians agreed with Dr. Livingston that Murphy had a mild case of yellow fever. The Health Department was notified, and Dr. Raub ordered to diagnose the case. He said he found certain symptoms of typhoid malaria, and had grave suspicions that his fellow physicians were right in their opinion that Murphy has yellow fever. He ordered Murphy placed in an isolated ward. An effort will be made to find out what steamer he came up on.

Mrs. Anna Bear, of No. 14 Bay 29th-st., Bay Ridge, died yesterday from typhoid fever. No new cases of the disease were reported.

## TRAIN AND ROCKS KILL.

Horse, Buggy and Two Men Thrown Over Railroad Bridge.

Walpole, N. H., Aug. 16.—A frightened horse drew a carriage, containing two farmers, in front of a Boston and Maine Railroad express train at a crossing close to the Connecticut River bridge to-day. The carriage was carried along the bridge and then tumbled over to the rocks below, where both men and the horse were killed.

The men were John Leach, of East Putney, Vt., and George Jenna, of Langdon, N. H., who were driving from the latter's home to Bellows Falls, Vt. Leach fell headlong onto the rocks, breaking nearly every bone in his body, while Jenna struck in a pool of water, but was dead when found.

## HARD FIGHTING IN CRETE.

Russian Troops in Long Action—British Have a Skirmish.

Canea, Aug. 16.—Fighting is reported to have occurred between Russian troops and the revolutionaries yesterday, and still continues, the centre of the disturbances being the village of Atsipopolis. Details are lacking, but reports state that several revolutionary chiefs have been wounded. A skirmish also took place between British troops and insurgents. The casualties were few.

## HENRI DE LA ROCHEFOUCAULD HURT.

Salsomont, France, Aug. 16.—Henri de la Roche-foucauld, son of Count Guiz de la Roche-foucauld, was seriously injured to-day in an automobile accident.



FRANCIS B. LOOMIS.  
Assistant Secretary of State.  
(Photograph by Pack.)

## MR. LOOMIS MAY RESIGN.

Says He Expects Appointment to Diplomatic Post.

Springfield, Ohio, Aug. 16.—Francis B. Loomis, Assistant Secretary of State, to-day commented on the report from Lenox, Mass., that Colonel W. C. Sanger was to be made Assistant Secretary of State when Mr. Root assumes the portfolio. Mr. Loomis made a statement, in which he for the first time indicates his intention to resign from the State Department. He also said that upon leaving his present place he expects to be given a diplomatic post, and that at present he has no idea to what country he will be assigned. His statement is as follows:

"I know little or nothing of a definite nature concerning the report that Colonel William Cary Sanger is to be selected by Secretary Root to succeed me when I resign to go abroad, as I hope to do. I do know Colonel Sanger. He is an excellent man, and was a very efficient Assistant Secretary of State under Mr. Root, whose personal friend of long standing he is. Their relations are of an intimate character, and I should think Colonel Sanger the type of man Mr. Root would most desire for his chief lieutenant in important official work requiring the peculiar close confidential relation between principal and subordinate which the careful administration of foreign affairs renders necessary."

## CIGARETTE LAW FAILS.

Perversity and Love of Liberty Make Hoosiers Smoke More.

A communication received by "Tobacco," a trade weekly of this city, from its Indianapolis correspondent, says that the recently enacted Anti-Cigarette law has proved a flat failure in the State of Indiana. Not only has the law, which prohibits the sale of the giving away of cigarettes, failed to check their consumption, but the smoking of them has actually increased.

Two things, it is said, have contributed to this condition. The first is that ingrained perversity of human nature, and the other is that many citizens look upon summary laws as an unwarrantable invasion of personal liberty. The Anti-Cigarette law is generally put in that category.

The flooding of Indiana with free cigarette papers has tempted many to roll their own cigarettes, against which practice the Parks law does not provide. Besides this, cigarette manufacturers have resorted to the practice of the "original package law," and deliver their goods through the mail direct to the consumer. It is estimated that the ranks of the cigarette smokers have been increased by at least 15,000 since the enactment of the Parks law.

In fact, the situation is so satisfactory to the interests, which have made efforts to have the anti-cigarette law declared unconstitutional, that, for the present at least, they will take no further steps to that end.

## THE ELEPHANT JUMPED.

Followed Example of Engine Drivers in Collision.

(BY TELEGRAPH TO THE TRIBUNE.)  
Indianapolis, Aug. 16.—Robinson's circus train was in collision with a fast freight on the Big Four Railroad, near Brookville, this morning, demolishing both engines and wrecking some of the cars of the circus train. The engine drivers and firemen on both engines jumped and none of them were hurt. Nearly all the employees of the circus company were in bed when the accident occurred, and were thrown out on the floor of the coach. Some of them were seriously hurt.

The trainer of the trick elephant, Tillie, was in the car with her and saw the freight train coming on the main track at thirty-five miles an hour. Seeing that a collision was inevitable he yelled, "Jump, Tillie, jump!" The little elephant jumped and cleared the car at the moment the train left it. Both escaped injury.

## VICTORY FOR RAMSAY.

Goulds Give Up Tidewater Route Through West Virginia.

(BY TELEGRAPH TO THE TRIBUNE.)  
Pittsburg, Aug. 16.—Joseph Ramsay, Jr., has defeated the plans of George J. Gould in the fight for a line to the seaboard, and the Wabash Railroad Company has abandoned its plans to build a tidewater connection from Pittsburg to Belington, W. Va., for the present, according to a semi-official announcement made here. Several reasons are given why the road will not be built at present. Local officials declined to discuss the subject yesterday and H. A. Worthington, vice-president of the Wabash lines east of Toledo, said that the work of building this line was not placed in his hands. Mr. Worthington said that the plans for building the line through Greene County to Belington were still in the hands of President F. A. Delano, and that he was not familiar with the progress of the work.

It was said yesterday that while President Delano had practically finished plans for building a line through Greene County to connect Pittsburg with the Western Maryland Railroad, orders had been issued recently to postpone any further work in that direction.

## "FEEL AT HOME ON THE PENNSYLVANIA RAILROAD."

"After travelling over the world a person appreciates the Pennsylvania Railroad, with its superior equipment, clean, rock-bellasted roadbed and excellent dining car service." Remark of recent passenger on the "Pennsylvania Special," 15-hour train between New York and Chicago.—Advt.

## THE RUSSIAN ENVOYS YIELD.

A Deadlock in Portsmouth Peace Conference Was Narrowly Averted.

## REAL CRISIS NOT YET REACHED.

Manchurian Railway Question Settled by Acceptance of Japanese Terms—Russians Seeking to Gain Friendship by Moderation.

(From a Special Correspondent of The Tribune.)  
Portsmouth, N. H., Aug. 16.—The Peace Conference to-day reported an agreement on the disposition of the Manchurian Railroad, including the Transsiberian line across Manchuria and the Chinese Eastern Railroad running down to Port Arthur, this subject being covered by Articles 7 and 8 of the Japanese terms. The following official statement was issued by M. Sato this evening:

At the afternoon session of the conference Articles 7 and 8 were discussed. Article 7 was settled in principle and Article 8 accepted unanimously. The conference at 6:30 o'clock adjourned until 9:30 o'clock to-morrow morning.

The real crisis in the negotiations is expected later. The envoys spent eight hours discussing the railroad question to-day, and when they adjourned the text of Article 7 had not been completed, although no disputed point affecting this subject remains. It is learned on indisputable authority that the envoys came perilously near a deadlock to-day, and final agreement was effected only through the Russians yielding on several contested points and finally accepting the terms virtually as dictated by their opponents.

The course of the Russians in this respect, however, was not dictated by a spirit of compromise, but by a determination that the conference should not be broken up over a minor question. It is also a fact that the Russians, in anticipation of the ultimate necessity of insisting on radical concessions on the part of Japan when Articles 9, 10 and 11 come to be discussed, are seeking to place themselves in a position where they will be able to assert that thus far they have been the ones to yield, whereas Japan has yielded practically nothing, and to insist on reciprocity in this regard.

Moreover, M. Witte is convinced that, should the current negotiations fail of their purpose, the greater moderation of the Russian envoys the less likelihood will there be of criticism of Russia, and the more likely is the Christian world to condemn the exacting attitude of Japan. This purpose on the part of M. Witte and his colleagues may, however, miscarry, because of the yielding of Japan on the articles which provide for the limitation of Russia's naval forces in the Pacific and the transfer to Japan of all title to Russia's interned ships. That Japan will yield these contentions is generally believed, but this belief is due rather to a process of reasoning than to anything even approaching an authoritative statement on the subject.

When on to-morrow or Friday the articles providing for reimbursement and for a confirmation of Japanese title to Saghalien are reported the crux of the situation will have arrived, and viewed in any other light than that of experience, the prediction that negotiations would immediately be broken off would seem warranted. With the recollection of the negotiations following the Franco-Prussian War, and even of those following the recent Spanish war in mind, definite prediction must be withheld for the present, and the public left to draw their own conclusions from such facts as can be positively stated.

M. Witte has declared in emphatic terms on more than one occasion that he would never agree to the cession of Saghalien or to the payment to Japan of the total cost of the war, although, he it noted, he has not said that Russia would refuse to make any payment whatever. Baron Komura has never been quoted by those close to him as having said anything. Minister Takahira, speaking in the most general terms, has declared that Japan would never recede from her position, this statement being so expressed, however, as to convey the impression that it referred to her principal terms. Nothing which has thus far occurred has indicated any trace of a conciliatory spirit on the part of Japan. M. Witte's manners have impressed all who have met him with his frankness and directness. It is, furthermore, obvious that M. Witte and his associates do not anticipate an agreement.

From these facts it may be argued that a deadlock might be predicted with certainty, but one somewhat more significant, if minor, fact must be taken into consideration. M. Sato, the authorized spokesman for the Japanese delegation, has consistently declared from the first his conviction that an agreement would be reached, reiterating that assertion this evening. Is this conviction based on the fact that the Russian envoys have thus far yielded when confronted with the prospect of a failure of the negotiations, or on private knowledge that Japan's desire for peace will lead her envoys to make grave concessions rather than permit the negotiations to fail? One who could answer this question could predict with absolute certainty the outcome of the conference.

One more fact is worthy of consideration in connection with this point. A member of the Japanese entourage of high standing declared this evening, apparently with considerable feeling, that M. Witte's contention that Japan had, as a result of the war, "added to her territory threefold," was wholly without warrant and a grave misrepresentation of the facts. He pointed out that in so far as Korea, to which M. Witte referred, was concerned, Japan has accomplished nothing by this war which she had not previously effected by her war with China—namely, the recognition of Korea as an independent sovereignty, in which Japan, be-

cause of proximity, had predominating interests. Such, declared this authority, was the status of Korea when peace with China was concluded, and she would have remained in this status except for the unwarranted imperialistic ambitions of Russia. The assertion that Japan had virtually annexed Korea this authority pronounced ridiculous, adding that nothing in the present negotiations would or could operate to interfere with the small customs duties—5 per cent—which Korea was bound by treaty not to exceed on imports from Great Britain and the United States, and, in fact, on the merchandise of every nation which enjoys the benefits of the "most favored nation" clause in its treaty with Korea.

The extravagance of M. Witte's statement was further illustrated by the assertion that Korea contained approximately one hundred thousand square miles and Japan 141,500 square miles, so that, even were Korea actually annexed to Japan, and it is not, the claim that Japan had increased her territory "threefold" would be wholly without warrant.

In closing this dispatch, which is intended only as an accurate presentation of the situation in Portsmouth to-night, it should be added that the general opinion prevails that the conference will reach a deadlock this week, and gossip to the effect that M. Witte hopes, in that event, to sail for home on Tuesday next finds many believers.

One solution of the apparently approaching deadlock is still discussed. It is the suggestion that Russia, emulating in some slight degree the course of the United States with regard to the Philippines, may seek to purchase Saghalien Island for a sum approximating the cost of the war. Such a course, it is pointed out, would enable the Russian envoys to assert that they had neither paid indemnity nor ceded territory, while the Japanese envoys could return home with an excellent equivalent for the indemnity they have demanded. Such a proposition would afford ample grounds for concessions, and perhaps a happy solution of the deadlock, which may be adopted if both parties to the conference are sufficiently anxious for peace, although there is no warrant for the assertion that the proposition has thus far been seriously considered by the plenipotentiaries on either side.

There has been current to-day a rumor of a coming engagement between Luevitch and Oyama, which, on being traced to its source, appears to have emanated from Japanese quarters, where it is mysteriously intimated that approaching events in the Far East may materially affect the negotiations. This intimation does not come, however, from either of the envoys.

Considerable doubt having arisen through a discrepancy in published statements with regard to the entertainment of the Russian and Japanese plenipotentiaries and their suites, The Tribune's correspondent to-day asked Governor McLane for a statement of the facts, and the Governor explained the situation as follows:

The plenipotentiaries and their suites are the guests of the State of New-Hampshire. When I conceived the idea that the State ought to extend its hospitality to the envoys, however, the legislature was not in session, and there was no available appropriation from which to defray the expense. On learning this fact several public spirited citizens of the State came to me and offered to guarantee the amount and to look to the State for reimbursement after the Frank Jones estate, of which the Wentworth Hotel is a part, and this fact probably gave rise to reports that the hotel itself was the host of the envoys. The invitation of the State was conveyed by me to the State Department and accepted by the officials of that department.

It may be added that the envoys are primarily the guests of the nation, and that outside the State of New-Hampshire their expenses will be defrayed by the State Department from its "secret fund."

## STILL HOPE FOR PEACE.

Spirit of Compromise Manifested at Portsmouth.

(By The Associated Press.)  
Portsmouth, N. H., Aug. 16.—The prospects of peace are distinctly brighter to-night. The plenipotentiaries are laboring with a seriousness and earnestness which leave not the slightest doubt that both are anxious to conclude a treaty. Although the main points remain to be tackled and the plenipotentiaries of each side speak as if the conference will go to pieces unless the other gives way, the spirit of compromise is in the air. When he returned to the hotel to-night M. Witte, who was tired out with his hard day's work, said:

"I am doing all I can do for peace. Of the eight articles we have already considered I have yielded seven. No other statesman in Russia would have dared to do so much, and I have done what I have done on my own responsibility."

From an authoritative source it is possible to forecast with a fair degree of accuracy that the crisis will come next Monday. Articles 7 and 8, dealing with the fate of the Chinese Eastern Railroad having been disposed of to-day, there remain, in addition to the cession of Saghalien, which was passed over, agreement being impossible, the question of indemnity, which comes up to-morrow as Article 9, the limitation on Russia's sea power in the Far East, the surrender of the interned warships and the grant to Japan of fishing rights on the littoral north of Vladivostok. To all except the last, to which Russia will agree, a negative answer has been returned, absolute in the case of indemnity and Saghalien. Perhaps both the others may be modified and yielded by M. Witte,